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THE CENTER LINE

MONTANA HIGHWAY COMMISSION

Vol. II, No. 5 May 15, 1959

We wish to thank our many friends who have written us about this publication and we want you to know that we appreciate your comments. While The Center Line is primarily a publication for the edification of our own personnel - to keep them informed of the happenings and events in and about the department - we are also happy to send it to our friends. If we seem to take sides or show partisanship on any issue, we sincerely hope it will be only in defense of the highway department.

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COUNTY COMMISSIONER CONFERENCES

As we head into the third round of our county commissioner conferences, we have been gratified with the cooperation and attendance of these very busy men. Their many responsibilities include the roads in their counties, and if we can be of any help in giving them any ideas for the administration of their road programs, we feel the conferences are well worthwhile. We have discussed soil stabilization, county road management, secondary road programs and finances, a sign program for secondary roads, and other road problems in general. We sincerely hope that we can make these meetings an annual occurrence.

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SAFETY FIRST

Our safety program, under the direction of George Boulter, has really gotten off to a good start. His First-Aid class in Butte has been regularly attended by over thirty-three men from the Butte District. George plans on instituting these classes in each district, so plan now to attend one of these excellent courses. His work with the Industrial Accident Board should pay big dividends in helping to improve our standing with that organization. George's program with our own department should help to reduce highway department's own accident rate.

* * *

FRED ROBINSON BRIDGE

The dedication of the Fred Robinson Bridge over the Missouri between Roy and Malta (with connections to Harlem, Chinook and Havre) has been set for August 16th. Many organizations are already planning a big weekend for the dedication. Even though we did not advise travel over the new road and bridge, there has been considerable traffic all during construction and the past winter. Many vehicles used this road as a means of shortening travel between the northern and southern parts of the state.

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The contractor advises us that travel has been heavy lately, particularly on week-ends, which indicates that the recreational value of this new road will be tremendous. The area has long been a veritable gold mine of fossils and evidence of early life on this planet. Archeologists and fossil hunters should enjoy the ease with which they can now get into this area. The settling which occurred about two miles south of the bridge has stopped and a contract to complete surfacing on about 30 miles of the road will be let in May. Engineers are still watching the settled area and no surfacing will be applied to that portion until they are sure the trouble has been corrected.

* * *

RAY OF SUNSHINE

Since January 1st, it has seemed that the sunshine of public favor had set on the highway department forever. But recently Mr. Norman Wood of Great Falls rolled back a portion of the clouds. Mr. Wood owns much of the right of way on the proposed Interstate between Great Falls and Vaughn and had successfully defended a condemnation suit for right of way. A few weeks ago Mr. and Mrs. Wood reviewed the Interstate road plans and came to an agreement with the Highway Commission for their portion of the right of way.

Mr. Wood says, "The Montana Highway engineers did a good job on the location and plans, and I realize that it would be impossible to construct such a high design road anywhere else but where they have located it. I would be doing the people of Great Falls and the traveling public a great dis-service if I should cause the road to be moved away from Great Falls".

Plans to award this section to contract are being made. We thank you, Mr. and Mrs. Wood.

* * *

TIPS FOR TEST TAKERS

Training In Service Engineer, Ross Henry has some very timely advise for those who plan on improving themselves through the training in service program.

1. Know the requirements for the position you are preparing for. Position classification and requirements for all sub-professional and professional grades are on file in all division, district and department headquarters.

2. Two rounds of examinations are given yearly: (1) during the first week in April and (2) the first week in October. These include entrance examinations to the Training Program, engineering aides and draftsmen.

3. The test taker should familiarize himself with the different types of tests given and know how to answer the various types of questions. Multiple choice questions require a knowledge of the subject, whereas essay questions require, in addition to knowledge of subject, an ability to express one's self well in answering the question.

4. He should know the relationship between achievement exams and aptitude exams. One is designed to measure proficiency in a specific field; the other to measure adaptability to a variety of fields.

5. KNOW THE SUBJECT OF THE EXAMINATION YOU ARE TO TAKE!

With an understanding of the above factors, the test taker, interested in a promotion, should be able to walk confidently into the examination room if he has prepared himself to the best of his ability. For further information on the Training In Service Program, for interpretation of qualifications for specific examinations, write to the Training In Service Department, State Highway Department, Helena, Montana.

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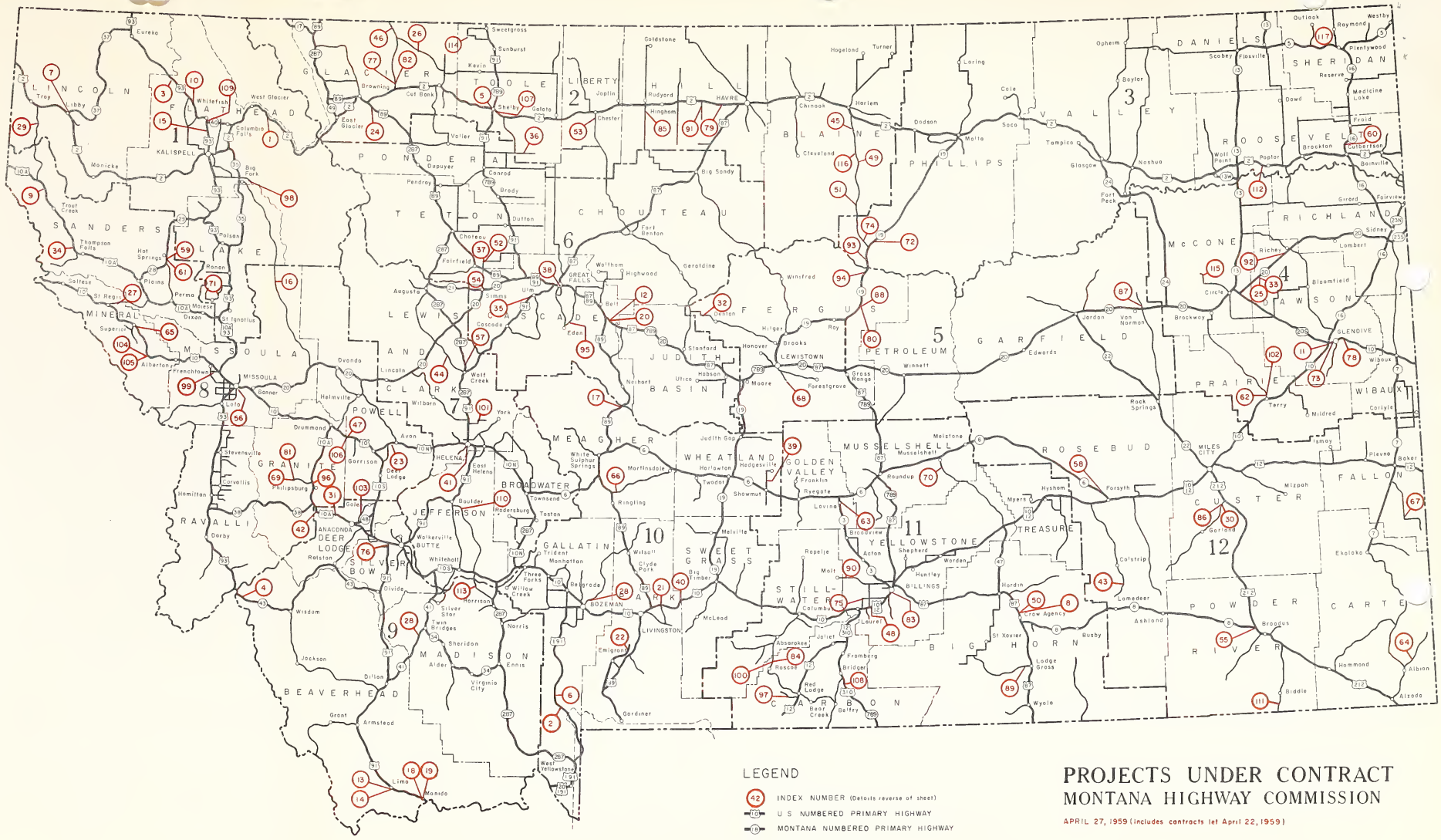
CONTRACTS AWARDED IN APRIL WERE:

1.	I-ING 15-2 (8) 118 Structures - Road Dillon-Butte Road Silver Bow County	$1,360,740.95	Peter Kiewit Sons' Co.	Billings, Mont.
2.	F 78 (7) Philipsburg-Maxville Road Granite County	$ 961,523.74	Fred H. Slate Co. Oreg. Ltd.	Portland, Ore.
3.	F 84 (26) West of Wolf Point-North Dakota Line Road Roosevelt County	$ 496,894.26	Norgaard & Hilling	Williston, N.D.
4.	I 94-6 (2) 216 Glendive-East Road Dawson County	$ 762,435.42	Carlson Lien & Central Contracting	Rapid City, S.D.
5.	S 31 (4) Circle-Northwest Road McCone County	$ 178,469.68	United Construction Co.	Bainville, Mont.
6.	S 187 (6) Armells Creek-Hays-Harlem Road Blaine County	$ 440,549.16	Asbell Bros. Construction-Wyoming Paving	Riverton, Wyo.
7.	S 313 (4) Plentywood-Canadian Line Road Sheridan County	$ 172,265.42	Northwestern Engineering Co.	Rapid City, S.D.
8.	SPP 071-9009-08 Construction Latrines-Tiber Dam Toole & Liberty Counties	$ 3,575.00	Miller & Hayes	Valier, Mont.
	TOTAL	$4,376,453.63		

NOTE: All awarded to the low bidder except contract number 1 which was awarded subject to right-of-way clearance.


LEGEND
42 INDEX NUMBER (Details reverse of sheet)
10 U.S. NUMBERED PRIMARY HIGHWAY
8 MONTANA NUMBERED PRIMARY HIGHWAY
SECONDARY HIGHWAY
10 FINANCIAL DISTRICT NUMBER
PROJECTS UNDER CONTRACT
MONTANA HIGHWAY COMMISSION
APRIL 27, 1959 (Includes contracts let April 22, 1959)

Map Index Number	Project Number	LENGTH, TYPE CONSTRUCTION AND LOCATION	Probable Completion Date
1	FHP 13-C4, D4, E2, F5	9.4 miles surfacing, plant mix and seal coat oiling (U.S. 2 - East of West Glacier)	1959
2	FHP 42-B2, I3	8.9 miles grading, drainage, surfacing, bituminous surface treatment and two concrete girder bridges, one 122 foot - west Gallatin River, one 105 foot - Taylor Fork (U. S. 191 - South of Bozeman)	1959
3	FHP 12-A4, B3, C2	14.0 miles surfacing, bituminous plant-mix and seal coat oiling (U. S. 93 - Southeast of Eureka)	1959
4	FHP 20-A	7.8 miles (1.0 miles in Idaho) grading, drainage and 38 foot reinforced concrete girder bridge - Trail Creek (Montana 43 - West of Wisdom)	1959
5	I-IG-ING 15-8(3) 351*	5.6 miles (2.9 miles four lane divided) grading, drainage, surfacing, plant mix and seal coat oiling - Three prestressed concrete & steel beam overpasses, two 360 foot G.N. Ry. & U. S. 2, one 276 foot U. S. 91 - North Shelby Interchange (US 91 - Shelby North)	9-1-60
6	FHP 42 J 5 K 1	7.9 miles bituminous surface treatment (US 191 - South of Bozeman)	1959
7	FAP - F118 (7)	698 foot steel and concrete bridge and approaches - Kootenai River (Mont. 37 - Libby)	12-31-59
8	IN 90-9 (5) 498 U 1*	11.6 miles (5.9 miles four lane divided) grading, drainage, surfacing, plant mix, seal coat oiling and fencing (US 87 - Crow Agency North)	10-1-59
9	FHP 6 - B1, C1, I4	6.5 miles grading, drainage, surfacing and bituminous surface treatment (US 10A - relocation - Noxon Rapids Dam Reservoir)	1959
10	DF 98 (9)	11.0 miles surfacing, plant mix and seal coat oiling (U.S. 93 - Northwest of Whitefish)	7-15-59
11	U 121 (3)	2.7 miles (2.3 miles four lane divided) grading, drainage, surfacing, plant mix and seal coat oiling - (US 91 - Glendive Southwest)	8-31-59
12	F 235 (26) U1	5.3 miles grading, drainage, surfacing, plant mix and seal coat oiling (U.S. 87 - Southeast of Belt)	8-15-59
13	I - ING 82-01 (6) U1*	5.0 miles grading, drainage, surfacing and bituminous surface treatment (U.S. 91 - Lima Northwest)	8-1-59
14	I - ING 82-01 (6) U2*	118 foot prestressed concrete overpass - Lima Interchange, and 450 foot steel and concrete overpass U.P. RR. (US 91 - Lima Northwest)	6-1-59
15	F 100 (8) F 270 (9) F 270 (10)	14.6 miles (7.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling) (7.3 miles plant mix bituminous and seal coat oiling) (U. S. 93 and Mont. 40 - Whitefish South)	9-31-59
16	FHP 15-F1, H2, I1	18.3 miles (0.8 miles grading) surfacing, plant mix and seal coat oiling (Southeast of Big Fork)	1959
17	FHP 32-B6, F4, G4, H2, I3	6.1 miles (3.5 miles grading) surfacing and bituminous surface treatment (US 89 North of White Sulphur Springs)	1959
18	I - ING 255 (12) U1*	12.0 miles, grading, drainage, surfacing and bituminous surface treatment (US 91 Honida North)	8-1-59
19	I - ING 255 (12) U2*	281 foot steel and concrete overpass - U.P. RR., 118 foot steel and concrete overpass - Honida Interchange (US 91 - Honida North)	7-31-59
20	F 235 (26) U2	Nine prestressed concrete beam bridges - two 92 foot - four 102 foot - two 118 foot - one 123 foot - Otter Creek (U.S. 87 - Southeast of Belt)	10-31-59
21	I 117 (10) U1*	7.8 miles grading, surfacing and bituminous surface treatment, 118 foot concrete bridge - Mission Creek (US 10 - East of Livingston)	7-15-59
22	F 217 (10)	9.7 miles, grading, drainage and surfacing (US 89 relocation - North of Emigrant)	9-1-59
23	F - FG 249 (11)	2.6 miles grading, drainage, surfacing, bituminous surface treatment (U.S. 10 W - East of Garrison)	5-15-59
24	F 190 (3)	7.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U.S. 89 - Southeast of Browning)	8-1-60
25	DF 391 (9) U1 F 391. (20) U1	9.7 miles grading, drainage, surfacing, plant mix and seal coat oiling (Mont. 23 - Southwest of Richey)	9-15-59
26	S 185 (2)	32.1 miles surfacing, plant mix bituminous and seal coat oiling (North of Cut Bank)	9-1-59
27	S 216 (2)	3.4 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (St. Regis Northeast)	7-16-59
28	DF 387 (6)	10.5 miles grading, surfacing, plant mix & seal coat oiling (Mont. 41 - south of Twin Bridges)	8-1-59
29	S 38 (6)	5.9 miles grading, drainage, surfacing, plant mix and seal coat oiling (South of Troy)	9-1-59
30	S 45 (8)	5.7 miles grading, drainage and surfacing (Northeast of Garland)	5-15-59
31	DF 164 (11)	12.0 miles plant mix surfacing and seal coat oiling (US 10A - West of Anaconda)	6-15-59
32	S 342 (7)	13.0 miles surfacing, plant mix bituminous and seal coat oiling (Denton West)	7-15-59
33	DF 391 (9)(U2) F 391 (10) U2 F-F-90 (4) FH	Three treated timber trestle bridges - One 57 foot and two 88 foot (Mont. 23 - Southwest of Richey)	6-30-59
34		949 foot steel and concrete bridge - Clark Fork (U.S. 10A relocation - West of Thompson Falls)	7-31-60
35	I 182 (6)*	12.5 miles grading, drainage, surfacing, plant mix oil and fencing - includes 2.4 miles four lane (US. 91 - Ulm South)	9-1-59
36	S 107 (6)	8.0 miles drainage and surfacing (Southeast of Shelby)	6-30-59
37	S 223 (1) U1	6.0 miles grading, drainage, surfacing, bituminous surface treatment (Northeast of Fairfield)	6-15-59
38	FG 224 (5)	0.2 miles grading, drainage, concrete paving and 76 foot steel beam underpass - G.N. Ry. (US 89 - 2nd Avenue & 1st Avenue North - Great Falls)	6-30-59
39	DS 64 (2) & S 64 (3)	8.7 miles grading, drainage, surfacing and one 57 foot treated timber bridge - Dead Man's Basin Canal (Shawmut North)	8-1-59
40	I 117 (10) U2*	4.0 miles grading, drainage, surfacing and plant mix oil (US 10 - East of Livingston)	9-1-59
41	US 246 (1)	0.7 miles grading, drainage, surfacing and plant mix oil (East Chance Gulch and Park Avenue - Helena)	6-1-59
42	F 164 (10) & DF 164 (12)	4.3 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U.S. 10A - West of Anaconda)	8-1-59
43	S 262 (5)	9.0 miles surfacing, plant mix bituminous surfacing and seal coat oiling (South of Colstrip)	8-29-59
44	S 228 (1)	17.8 miles grading, drainage, surfacing & bituminous surface treatment (Wolf Creek - Northwest)	9-1-59
45	S 187 (1) U1	12.6 miles grading, drainage, surfacing & bituminous surface treatment (South of Harlem)	7-15-59
46	S 185 (4)	3.9 miles grading, drainage and surfacing (North of Cut Bank)	8-1-59
47	I 90-3 (3) 157 U2*	Four prestressed beam bridges - Two 113 foot Jens and two 153 foot Gold Creek Interchanges - four standard junior grade separations (US 10 - East of Drummond)	7-31-59
48	I-ING 90-8 (6) 441*	Eight prestressed concrete beam bridges - one 457 foot N.P. Ry. & Interstate Highway, three 153 foot - Canyon Creek, three 83 foot - Hogan Slough, one 133 foot Canyon Creek and 0.3 miles grading (US 10 - West of Billings)	6-30-59
49	S 187 (2) U1	14.0 miles of grading, drainage, surfacing & bituminous surface treatment (South of Harlem)	7-1-59
50	IN 90-9 (5) 498 U2* & IN 90-9 (7) 508 U2*	Seven prestressed concrete beam bridges, one 210 foot Mont. 8 Interchange, two 118 foot Dunmore Interchange, two 433 foot - Crow Agency Interchange, one 165 foot, one 153 foot - Little Big Horn River (US 87 - Crow Agency north and south)	7-31-59
51	S 187 (3) U1	12.6 miles grading, drainage, surfacing & bituminous surface treatment (South of Harlem)	7-1-59
52	S 223 (1) U2	Two 57 foot treated timber trestle bridges - U.S.R.S. Canal (Northeast of Fairfield)	5-31-59
53	S 303 (3)	0.2 miles grading and drainage (South of Chester)	5-1-59
54	DF 176 (6)	5.2 miles grading, drainage, surfacing, plant mix & seal coat oiling (Mont. 20 Simms East)	7-31-59
55	DF 198 (4) F 334 (15) U2 DF 334 (16)	20.4 miles grading, drainage, soil cement stabilization, plant mix and seal coat oiling (US 212 & Mont. 8 - Brockus West)	9-15-59
56	U-UG 405 (3) U2	0.8 miles grading, drainage, surfacing, plant mix & seal coat oiling (Fifth-Sixth and Madison Streets - Missoula)	7-1-59
57	F 238 (7)	10.5 miles grading, drainage, surfacing, plant mix and seal coat oiling (Mont. 33 - North of Wolf Creek)	9-15-59
58	DF-FG 384 (4)	1.2 miles grading, drainage, surfacing and bituminous surface treatment (Mont. 6 - Forsyth Northwest)	6-15-59
59	F 87 (10) U1 DF 87 (11)	9.9 miles grading, drainage, surfacing, plant mix and seal coat oiling (Mont. 28 - Near Hot Springs)	9-1-59
60	F 193 (9) & F 273 (10)	7.8 miles grading, drainage, surfacing, plant mix and seal coat oiling (Mont. 16 - relocation Culbertson North)	7-15-59
61	F 87 (10) U2	One 50 foot prestressed concrete beam bridge - Hot Springs Creek (Mont. 28 - Near Hot Springs)	7-31-59
62	S 302 (13)	825 foot steel and concrete bridge - Yellowstone River (North of Terry)	6-30-59
63	DF 284 (10)	0.7 miles surfacing & bituminous surface treatment, two steel and concrete bridges, 143 foot - Musselshell River, 102 foot - Big Coulee Creek (Mont. 3 - Lavina South)	9-15-59
64	S 196 (2)	11.0 miles grading, drainage, and surfacing (Northeast of Albion)	7-30-59
65	I 90-1 (5) 46*	Two steel riveted plate girder bridges, one 621 foot, one 801 foot - Clark Fork (U.S. 10 - North end South of Superior)	8-31-60
66	S 14 (8)	11.9 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (Northeast of Kingling)	8-31-59
67	S 51 (4)	4.6 miles grading, drainage, and surfacing (Southeast of Baker)	6-30-59
68	DS 261 (2)	2.2 miles grading, drainage, surfacing and road mix oil (Southeast of Lewistown)	7-15-59
69	S 127 (3) U1	6.4 miles grading, drainage, and surfacing (West of Philipsburg)	6-1-59
70	S 236 (3)	7.0 miles grading, drainage and surfacing (Musselshell South)	7-1-59
71	DS 178 (4) S 178 (5)	7.8 miles grading, drainage, surfacing, plant mix bituminous & seal coat oiling, one 75 foot treated timber trestle bridge - Post Creek (Moiese Northeast)	7-15-59
72	DF 333 (19)	14.9 miles surfacing, plant mix and seal coat oiling (Mont. 19 - South of Malta)	7-15-59
73	F 130 (15) U2	Four 120 foot continuous concrete T beam bridges - 2 Seven Mile Creek, 2 - Dry Creek, (US 10 - West of Glendive)	4-30-59
74	DS 187 (5)	6.4 miles grading, drainage and surfacing (South of Harlem)	7-31-59
75	S 192 (2) U2	6.8 miles grading, drainage, surfacing, plant mix bituminous, seal coat oiling and three treated timber trestle bridges; one 19 and one 25 foot - Big Ditch, one 25 foot - B.B.W.A. Canal (West of Billings)	8-1-59
76	I-ING 15-2 * (8) 118	4.2 miles (2.5 miles four lane divided) grading, drainage, surfacing, plant mix bituminous and seal coat oiling. Three prestressed concrete bridges. One 210 foot Victor Interchange. One 599 foot and one 414 foot B.A. & P Ry., C.M.St.P. P&P. Ry, NP RY and Clark Fork (US 91 - West of Butte)	10-31-60
77	S 248 (2) U1	12.1 miles grading, drainage and surfacing (Northeast of Browning)	7-1-60
78	I 94-6 (2) 216 *	4.2 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (US 10 - East of Glendive)	9-30-60
79	FG 95 (11) U2	312 foot steel and concrete overpass - G.N. Ry. (U. S. 2 - West of Havre)	11-30-59
80	DF 333 (20)	12.9 miles grading and drainage (Mont. 19 - North of Grass Range)	8-15-59
81	S 127 (3) U2	102 foot prestressed concrete beam bridge - Rock Creek (west of Philipsburg)	7-31-59
82	S 248 (2) U2	Four treated timber trestle bridges, one 19 foot - Dry Coulee, one 38 foot - Cobell Coulee, one 50 foot - Willow Creek, one 100 foot - Cut Bank Creek (Northeast of Browning)	6-30-59
83	F-FG 228 (14)	1711 foot prestressed concrete bridge - N.P., G.N., & C.M.St.P., Rd (US 10 - Billings)	10-31-59
84	DS 289 (7) DS 346 (4)	7.7 miles grading, drainage and surfacing (Roscoe North)	8-1-59
85	S 249 (3)	6.0 miles plant mix and seal coat oiling (South of Rudyard)	6-20-59
86	S 45 (7)	138 foot prestressed concrete bridge - Pumpkin Creek (Northeast of Garland)	5-15-59
87	S 264 (2)	411 foot prestressed concrete beam bridge - Big Dry Creek (Northeast of Van Norman)	11-30-59
88	DF 333 (21) & F 333 (22)	12.9 miles soil cement stabilized base, plant mix bituminous and seal coat oiling (Mont. 19 - North of Grass Range)	8-31-59
89	S 260 (1)	11.4 miles grading, drainage, and surfacing (West of Lodge Grass)	10-1-59
90	DS 176 (4)	7.4 miles plant mix and seal coat oiling (Joit - East)	7-1-59
91	S 245 (1)	6.7 miles grading, drainage, surfacing and bituminous surface treatment (West of Havre)	7-1-59
92	F 391 (8)	9.0 miles grading, drainage, soil cement base, & bituminous surface treatment (Mont. 23 Richey west)	6-30-59
93	F 333 (16) U2	2.5 miles grading and drainage (Mont. 19 - South of Malta)	4-15-59
94	F 333 (15) U3	4.5 miles grading, drainage and surfacing (Mont. 19 - North of Grass Range)	5-29-59
95	DS 91 (4)	3.4 miles grading, drainage, surfacing & bituminous surface treatment (Northeast of Eden)	9-1-59
96	F - 78 (7)	9.7 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (US 10 S - North of Philipsburg)	8-31-60
97	S 274 (2)	3.4 miles grading, drainage and surfacing (West of Red Lodge)	7-2-59
98	DS 204 (2)	8.5 miles plant mix and seal coat oiling (Northeast of Big Fork)	7-2-59
99	S SG 272 (1)	1.7 miles grading, drainage, surfacing, bituminous surface treatment and 180 foot steel and concrete overpass - M.P. Ry. (Southeast Frenchtown)	6-31-59
100	S 289 (6) & S 346 (3)	Two steel and concrete bridges - 110 foot and 153 foot - East Cosebud River (Near Roscoe)	7-31-59
101	DS 251 (2)	6.3 miles grading, drainage, surfacing and bituminous surface treatment (North of Helena)	6-1-59
102	DS 302 (4)	2.2 miles grading, drainage, surfacing road mix & seal coat oiling (Terry - North)	7-30-59
103	DS 304 (4)	2.8 miles grading, drainage, plant mix and seal coat oiling (Northeast of Anaconda)	6-15-59
104	I 90-1 (4) 60 U1*	5.0 miles (2.0 miles four lane) grading, drainage, surfacing, plant mix, seal coat oiling and fencing (U. S. 10 - Southeast of Superior)	10-15-59
105	I 90-1 (4) 60 U2*	Two 128 foot prestressed concrete beam bridges - Tarkio Interchange, One standard junior grade separation (US 10 - southeast of Superior)	6-30-59
106	I 90-3 157 U1*	9.6 miles four lane grading, drainage, surfacing, plant mix, seal coat oiling and fencing (U. S. 10 - East of Drummond)	9-30-59
107	DF 62 (10) DF 225 (4)	20.1 miles grading, surfacing, plant mix and seal coat oiling (U. S. 2 - Shelby East)	7-31-59
108	DF 258 (11)	5.8 miles grading, drainage, surfacing, plant mix and seal coat oiling (US 310 - South of Bridger)	7-1-59
109	F 270 (8)	0.3 miles grading and drainage (US 93 - south of whitefish)	3-15-59
110	DS 9 (8)	5.6 miles reshape, surfacing and bituminous surface treatment (Southeast of Boulder)	7-1-59
111	DS 54 (5)	9.1 miles surfacing, plant mix and seal coat oiling (Biddle South)	6-30-59
112	F - 84 (26)	9.8 miles grading, drainage, surfacing, plant mix bituminous and seal coat oiling (U. S. 2 - Poplar West)	8-1-60
113	S 167 (5)	4.5 miles grading, drainage, surfacing and bituminous surface treatment (Southeast of Whitehall)	7-1-59
114	DS 366 (4)	6.6 miles grading, drainage, and surfacing (West of Sunburst)	9-15-59
115	S - 31 (4)	8.0 miles grading, drainage and surfacing (Northeast of Circle)	8-31-59
116	S - 187 (6)	39.3 miles plant mix bituminous surfacing (South of Harlem)	7-31-59
117	S - 313 (4)	15.6 miles plant mix bituminous and seal coat oiling (Plentywood North	7-31-59

* - Indicates Interstate System Projects